

COLUMBIA COUNTY BOARD OF COMMISSIONERS

SPEED HUMP PROGRAM *POLICY MANUAL*



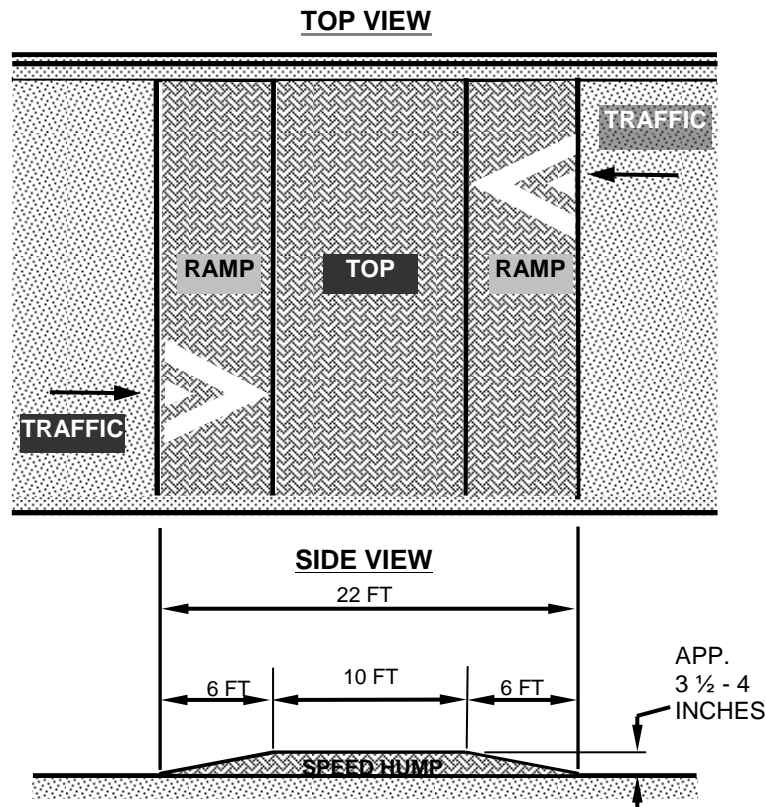
Columbia County
Engineering and Environmental Services Division
Traffic Engineering Department

January 2007

INTRODUCTION

In response to concerns of excessive vehicle speeds in residential neighborhoods Columbia County initiated a study to determine which plans and programs appear to have favorable results regarding a reduction of documented excessive speeding and cut-through traffic on local residential streets. The most popular and cost effective speed reduction tool that resulted from this study was speed humps.

Speed humps provide the opportunity to reduce speeds along an entire local residential street, as opposed to only reducing speeds at spot locations. Speed humps should not be confused with speed “bumps” which are tools typically used in parking lots or areas where pedestrian traffic is prevalent and traffic speeds should not exceed five to ten miles per hour. Speed humps, however, are intended to be negotiated at a comfortable rate of speed, typically at the posted speed limit or at the posted advisory speeds. Their purpose is not to drastically reduce vehicle speeds or impede traffic flow. A sample speed hump layout is provided below.



LEGAL AUTHORITY

Speed humps shall only be installed and removed on County maintained residential streets by the authority of the Columbia County Board of Commissioners. This policy shall not apply to private roads.

INITIAL REQUEST AND SCREENING CRITERIA

Only owners of property which abut the street may request speed humps for that street. Property ownership will be verified through available county records. All properties, developed or undeveloped which abut the street requested for speed humps must be of residential use except those lots that abut an arterial or collector street where commercial use is permitted.

An initial screening of the requesting street will be performed to confirm the characteristics of the street support consideration of speed humps. If the requesting street does not satisfy all of the following initial screening criteria, the street will be removed from any further consideration in the speed hump program.

- The street must be a county maintained, two-lane paved local residential street that provides access to developed or undeveloped residential lots.
- The street must be classified as a local residential street with a posted speed limit of 25 mph.
- Streets will not be segmented. The entire length of the street where the street name remains unchanged will be considered.
- The pavement width shall not exceed 40 feet.
- The street length shall be at least 700 feet or greater.
- Speed humps shall not be installed on any portion of a street with a grade of 8 percent or more.
- Sufficient separation must be available between driveways to allow for proper placement of speed humps. Speed humps will not be placed directly in front of driveways or parking areas.
- Geometric characteristics of the street must allow for placement of speed humps in general conformance with ITE (Institute of Transportation Engineers).

DATA COLLECTION AND BOARD OF COMMISSIONERS CONSIDERATION

If the initial screening criteria is met, speed and volume data will be collected over a 24 hour period by a counter placed at a location in the roadway that will be representative of the 85th percentile speed and volume data for the street. The 85th percentile speed is defined as the speed at which eighty-five percent of drivers are traveling at or below, while fifteen percent of drivers are exceeding that speed.

The minimum Annual Daily Traffic (ADT) volume must be at least 251 vehicles per day (VPD) and the 85th percentile speed must be at least 10 miles per hour (MPH) over the posted speed limit for the request to receive further consideration in the speed hump program.

If the minimum speed and volume requirements are met, a proposed speed hump placement map will be created and the Traffic Engineering Department will mail notices including the map, to all affected property owners on the street. The notice will also inform the property owners of the Planning and Engineering Services Committee (PESC) meeting at which the street requesting speed humps will be considered.

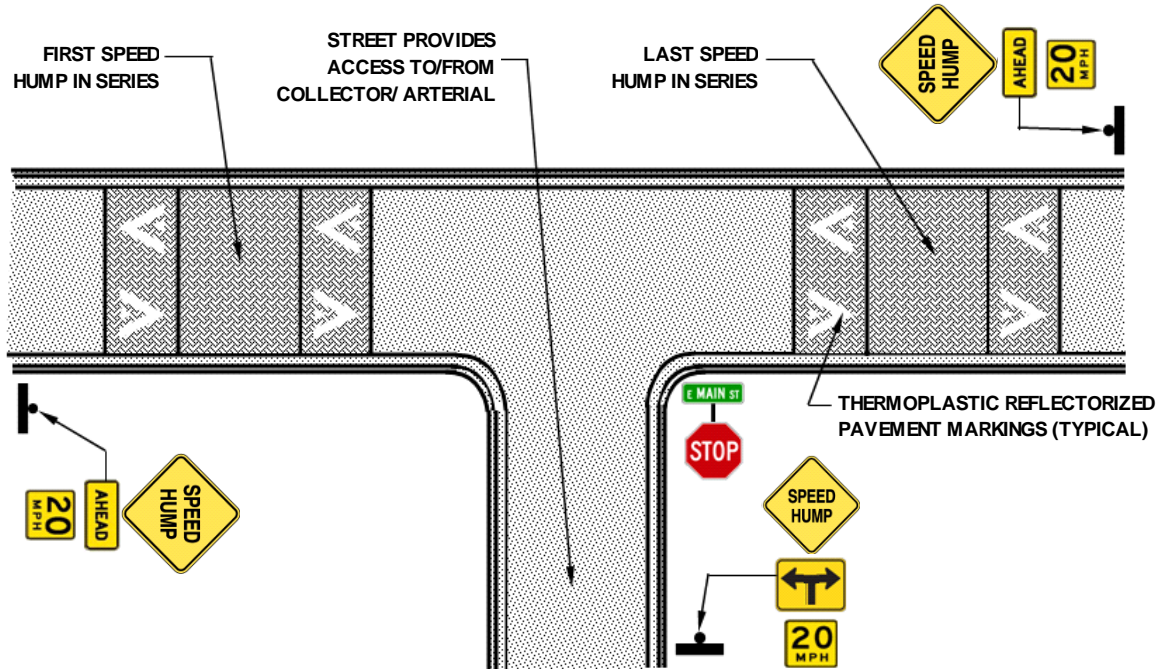
If the minimum speed and volume requirements are not met, the property owner who made the request for speed humps will be notified and the street will not be reconsidered for speed humps for a period of one year.

If the request receives favorable recommendation from the PESC, it will be scheduled for action by the Board of Commissioners. Property owners will be notified of the BOC meeting at which the street requesting speed humps will be considered.

STANDARDIZATION OF APPLICATION

Columbia County follows the typical pavement markings and warning signs for speed humps that are contained in the *Manual on Uniform Traffic Control Devices* (MUTCD) to indicate the presence of speed humps and to identify their location. A sample application of speed hump traffic control devices is provided below.

SAMPLE APPLICATION OF TRAFFIC CONTROL DEVICES



INSTALLATION

If the request is approved by the Board of Commissioners, speed humps will be scheduled for installation. If the request is denied, the street will not be reconsidered for speed humps for a period of one year.

Installation of speed humps may be delayed if the street is scheduled to be resurfaced under the GDOT Local Assistance Road Program (LARP) until resurfacing has been completed.